SHRI J. VENGAL RAO: We need a separate question for this.

SHRI NIRMAL CHATTERJEE: He wants a separate question on what? Let him answer the first part. They say they are considering. They say they are reluctant. What are the issues on which they are reluctant?

SHRI J. VENGAL RAO: Whether to allow this or not—that is the question.

SHRI CHIMANBHAI MEHTA: The hon. Minister has thrown the House into utter confusion. He says he is considering. I would like to know whether the rejection is being considered or the acceptance is being considered. For the last three years, they have been saying that they are considering. Therefore, this is a very vital issue.

MR. CHAIRMAN: What is your question? Already we have spent 21 minutes on it.

SHRI CHIMANBHAI MEHTA: The question is very specific. Mr. Kapil Verma has asked what are the reasons for allowing foreign collaboration for making potato chips, corn chips and aerated water. Now, this is a specific question. Are there any reasons for allowing potato chips and corn chips to be produced with foreign collaboration? The answer given is very vague. Therefore, we are asking what are the reasons for considering Pepsi-Cola for collaboration. You should give the reasons as to why you are considering and whether it should be considered at all.

SHRI J. VENGAL RAO: In the proposal of Pepsi-Cola, potato chips and some other items are also there. We have not yet agreed to any proposal. I am assuring the hon. Members that we have not yet agreed to any proposal.

MR. CHAIRMAN: He has taken the mood of the House.

Indigenous Model for Maruti Cars and other vehicles

*362. DR. R. K. PODDAR:†
SHRI MOSTAFA BIN QUASEM:

Will the Minister of INDUSTRY be pleased to state:

(a) whether Maruti Udyog Limited is in a position to develop its own model of cars and other vehicles for future production; and

(b) if so, what are the details thereof?

THE MINISTER OF INDUSTRY (SHRI J. VENGAL RAO): (a) At present, Maruti Udyog Limited is not in a position to develop its own model of cars and other vehicles.

(b) Does not arise.

DR. R. K. PODDAR: I don't know whether I should thank or condemn the hon. Minister for giving this frank reply putting aside the question of self-reliance. Long ago, when Maruti was first conceived, it was stated that it would be a people's car and the cost would be about 15,000 rupees. It will be made completely from indigenous components. That project has completely flopped. Then there was collaboration with Suzuki. Initially, the cost was Rs. 45000. Now it is Rs. 80,000. It is all right for a country like ours where the average income of a person is Rs. 2300 per year. They call it a people's car. My question is whether they have any idea or they have any scope for Research and Development in the Maruti Udog Limited. I would like to know whether there is any budget for it and if so, what is the amount of money allotted for R&D in Maruti Udyog Limited and how many scientists and technologists are engaged in it.

†The question was actually asked on the floor of the House by Dr. R. K. Poddar.

SHRI J. VENGAL RAO: The question is different. How can I say what is the amount earmarked and how many scientists, technologists are engaged in it? The question is about...

DR. R. K. PODDAR: This is completely relevant. If you want to have an indigenous model, how can you do it without R & D?

SHRI J. VENGAL RAO: The present R & D is for the existing Maruti car and not for the development of a new model.

DR. R. K. PODDAR: I want to know how much money has been earmarked for R&D.

SHRI J. VENGAL RAO: If the hon. Members want, I will give the figures of the money we are spending on R&D.

DR. R. K. PODDAR: And how many engineers and scientists are there? Sir, now I put my second supplementary. There is a report in the Hindustan Times of 21st January, 1988, in which I think the General Manager or the Managing Director of Maruti Udyog Limited has said that it is under the Government's consideration to upgrade the present 800 CC model to 1000 CC model. I would like to know whether the Government has taken any decision on this matter and whether they have done something to indigenise the 800 CC model before switching over to the 1000 CC model.

SHRI J. VENGAL RAO: At present, the indigenisation is 67 per cent. Within the next two years, we will completely indigenise the existing system. The question of producing a 1000 CC car is now before the P.I.B. After the approval of P.I.B., the Government will consider that case.

SHRI MOSTAFA BIN QUASEM: May I know from the hon. Minister what was the original time-schedule for indigenisation of Maruti cars? You say that 67 per cent indigenisation has taken Place. What is the time-schedule and if there is any delay, what are the major reasons for the delay?

SHRI J. VENGAL RAO: It is very difficult to get the components in this country. After the end of Seventh Plan, cent per cent indigenisation will be achieved.

SHRI MOSTAFA BIN QUASEM: What is the time schedule?

SHRI J. VENGAL RAO: I told you 'by the end of the Seventh Plan'

SHRI NIRMAL CHATTERJEE: You say that it is 67 per cent. What is the time-schedule for complete indigenisation?

SHRI ALADI ARUNA *alias* V. ARUNACHALAM: There are press reports to the effect that there is a proposal to produce a new type of luxury car by Maruti. I would like to know what is the estimated cost of the proposed luxury car to beproduced by Maruti. The day before yesterday, there was a 'tool down' strike. The cordial relations between the management and labour are no longer cordial. In these circumstances, is it possible for the Government to implement the new proposal?

SHRI J. VENGAL RAO: Sir, the new proposal is about the manufacture of 1000 CC cars.

MR. CHAIRMAN: He is talking of the 'luxury' car.

SHRI J. VENGAL RAO: It is not a luxury car. It is only a 1000 CC car. They are responsible for the strike. They gave a call for the Bandh. So, they are responsible.

श्री मीर्जा इर्शाद बेग : सभापति जी, मैं मंत्री महोदय से यह जानना चाहता कि जब मारूति कार बनाने का एलान किया गया, उस वक्त क्या ऐसी शर्त रखी गई थी कि इसमें जो इंडिजिनस हिस्से लगाए जायेंगे उनका परिणाम क्या होगा ?

यदि उस वक्त ऐसे परिणाम तय किए गए थे तो वे कितने प्रतिशत थे और आज तक क्या परिमाण उसका हो चुका है और उसे आप कितने समय तक फलफिल करेंगे और आने वाले समय में क्या इडिजिनस शेयर पर्याप्त मात्रा में लगाने का आयोजन है, उसको उजागर करने की कोशिश करेंगे ?

SHRI J. VENGAL RAO: I have said in my answer that cent per cent indigenisation will be achieved by the end of Seventh Plan.

SHRI DHARAM CHANDER PRASHANT: Sir, there is a complaint from those who have maruti cars that it a very light car. They say that if there is a collision between a maruti car and an auto scooter, it is the maruti car which falls flat and nothing happens to the auto scooter.

MR. CHAIRMAN: Do you want it to be heavier?

SHRI DHARAM CHANDER PRASHANT: Will he consider it?

SHRI A. G. KULKARNI: This is one of the family planning...

MR. CHAIRMAN: Let him put his question.

He wants to know why the body is so light and fragile.

SHRI J. VENGAL RAO: Sir, it is only 800 C.C car. That is why it is a light car.

SHRI N. K. P. SALVE: Sir, when the hon. Minister says that 67 per cent components are indigenous, I take it that he is talking in terms of costs, that the total cost of production of each car in terms of the rupee component is 67 per cent. I want to know what is that average, the foreign exchange requirement per car that is per cent. Is it dollars 3,000 or 4,000 or 5,000 ?

SHRI J. VENGAL RAO: Sir, for the present I have no information. I will pass it on to the hon. Member.

SHRI A. G. KULKARNI: Sir, he is an advocate asking a googly.

SHRI GHULAM RASOOL MATTO: Mr. Chairman, Sir, we have entered into collaboration with Suzuki of Japan for the manufacture of Maruti cars. Had it been agreed upon, that by the end of a certain period, hundred per cent indigenisation will be done by us, and had it been agreed upon that after 100 per cent indigenisation, Suzuki will continue to be our collaborators?

SHRI J. VENGAL RAO: Sir, as the Members asked, the original cost in the beginning was only Rs. 47,500. What to do, the excise duty is going up every year, that is why the cost is also going up.

SHRI GHULAM RASOOL MATTO: But, what is the question?

SHRI J. VENGAL RAO: Because of the excise duty the prices have gone up to Rs. 76,000.

SHRI GHULAM RASOOL MATTO: I have nothing to do with the cost of the car. My simple question was at that time when we signed the collaboration agreement with Suzuki, had they agreed that at one point of time, whether delay has taken place or not, that is a different matter, after 100 per cent indigenisation has been achieved, they will have nothing to do with the Maruti or whether they will still continue with the collaboration?

SHRI J. VENGAL RAO: Sir, I entirely agree with the hon. Member that at this rate, in 85 the indigenisation is 31.5 per cent and in the second year 42.6 per cent, in the third year 57.38 per cent and in the fourth year 84.5 per cent.

SHRI GHULAM RASOOL MATTO: Sir, I have not asked what he is replying.

MR. CHAIRMAN: Is this time scheduly being followed that is why they want to know.

SHRI J. VENGAL RAO: Sir, there is slight delay. I answered that it will be completed by the end of the Seventh Plan.

MR. CHAIRMAN: That he has already said. Now, question No. 363

SHRI SHANKER SINH VAGHELA: Sir, I want to ask only one question whether there are any diesel engine proposals? (*Interruptions*)

MR. CHAIRMAN: I am asking about question No 363.

SHRI SHANKER SINH VAGHELA: Sir, I raised my hand on the earlier question. (*Interruptions*)

MR. CHAIRMAN: You do not want to ask Question No. 363.

SHRI PRAMOD MAHAJAN: Sir, some chance must be given to backbenchers.

MR. CHAIRMAN: Q. No. 363.

Use of Compressed Gas as Automotive Fuel

*363. SHRI SHANKER SINH VAGHELA:†
SHRI PRAMOD MAHAJAN:

Will the Minister of PETROLEUM AND NATURAL GAS be pleased to state:

(a) whether ONGC has conducted trials for the use of compressed natural gas as an automative fuel and also for generation of electricity;

(b) if so, what are the findings in terms of economy in transportation costs and saying of valuable foreign exchange by way of cutting the imports and also its impact on environment; and

(c) what are the details of the Government's plan for commercial use thereof?

THE MINISTER OF STATE OF THE MINISTRY OF PETROLEUM AND NATURAL GAS (SHRI BRAHM DUTT): (a) to (c) ONGC have conducted trials for use of compressed natural gas (CNG) as an automotive fuel to replace diesel/petrol. One petrol generator set has been convrted to CNG on an experimental basis. The saving likely to arise with the substitution of CNG can be estimated only after detailed experimentation is completed. From the environmental point of view, CNG is a good fuel. The possibility of commercial use of CNG can be looked at after analysing results of the experiments.

श्री शंकर सिंह वाघेला : चेयरमैन साहब, गैस के प्रयोग के संबंध में मैंने दो प्रश्न पूछे थे, लेकिन मेरे प्रश्न के एक ही भाग का जवाब दिया है। मैं यह कहना चाहता हूं कि गैस को आज कितना फ्लेयर अप किया जा सकता है, इसका हिसाब ओ० एन० जी० सी० और मंत्रालय के पास नहीं है। गैस बेकार में जलती रहती है तो हमारा दिल जलता है। इतना धन देश का बेकार जा रहा है। गैस के प्रयोग के बारे में, इसके टोटल प्रयोग के बारे में सरकार को विचार करना चाहिए, चिन्ता करनी चाहिए, लेकिन वह चिन्ता नहीं की जाती जाती... (**व्यवधान**)

श्री सभापति : आप सवाल कीजिए।

श्री शंकर सिंह वाघेला : आप जानते हैं कि पैट्रोल बहुत महंगी चीज है। आपको शायद इस बात की जानकारी नहीं होगी कि 15 साल पहले एल० पी० जी० से कार चलाई गई थी। ऐसा प्रयोग कानपुर में एक सरदार जी ने किया था, उसने इसको देखा था। मैं यह जानना चाहता हूं कि गवर्नमेंट आफ इंडिया और ओ० एन० जी० सी० का गैस का प्रयोग कार चलाने के लिए होता है, यह बात कब मालूम पड़ी ? दूसरी बात मैं यह जानना चाहता

†The question was actually asked on the floor of the House by Shri Shanker Sinh Vaghela.